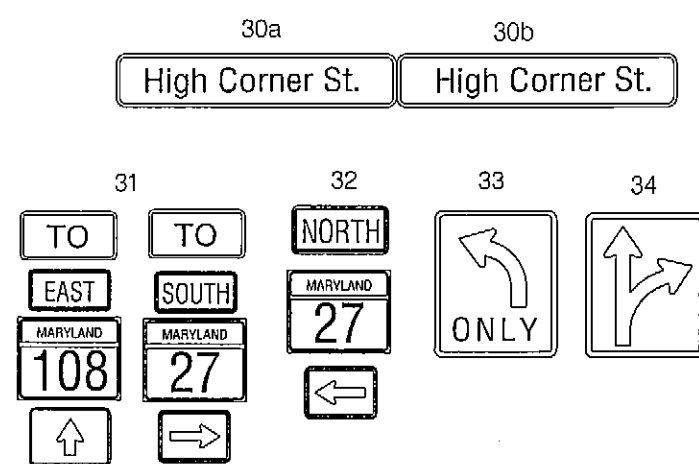


MD 27 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

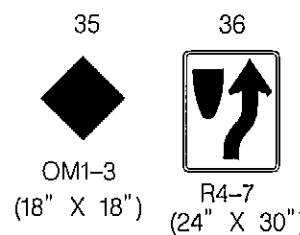
EXISTING SIGNS
TO REMAIN



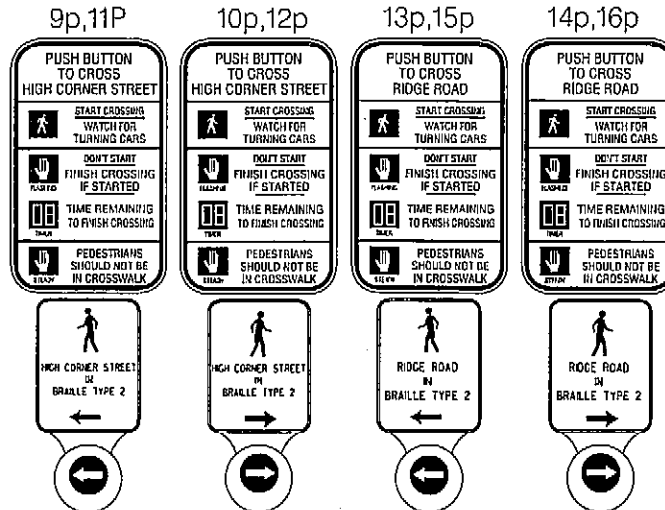
EXISTING SIGNS
TO BE REMOVED



PROPOSED SIGNS



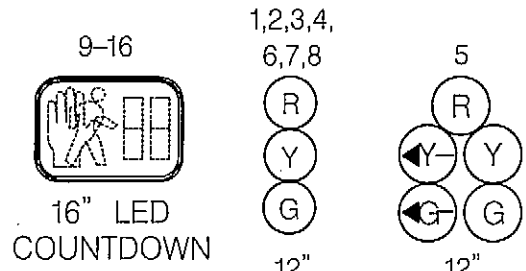
PROPOSED APS SIGNS



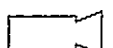
EXISTING SIGNALS
TO BE REMOVED



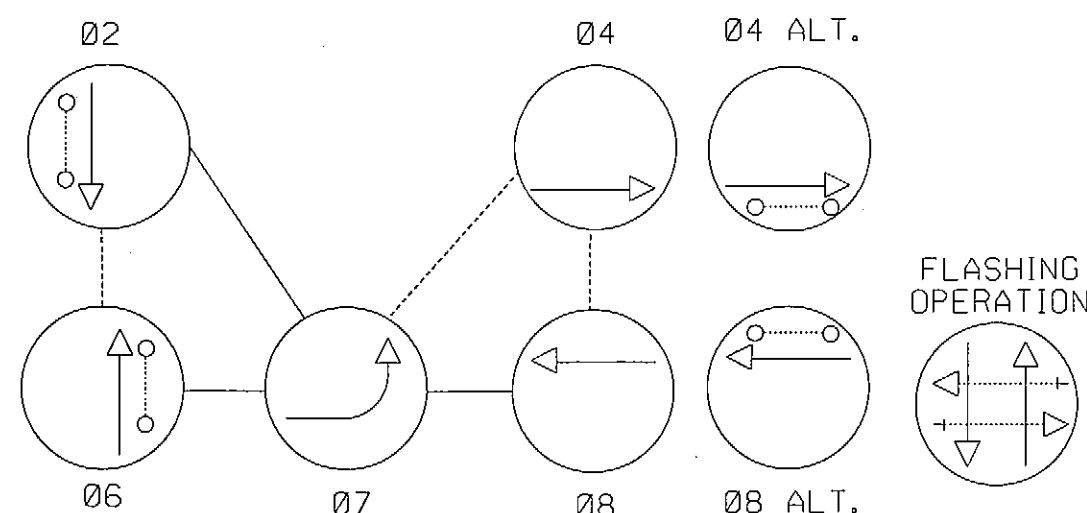
PROPOSED
LED SIGNALS



EXISTING VIDEO
DETECTION CAMERAS



NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS
MD 27 at HIGH CORNER STREET

- INSTALL 2-WIRE APS CENTRAL CONTROL UNIT IN EXISTING CABINET.
- INSTALL 10 FOOT PEDESTAL POLE WITH BREAKAWAY COUPLINGS PER MD 801.01-01, PEDESTRIAN SIGNAL HEAD, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND.)
- INSTALL 10 FOOT PEDESTAL POLE CUT TO 5 FOOT, WITH BREAKAWAY COUPLINGS PER MD 801.01-01, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND.)
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND PEDESTRIAN INSTRUCTIONS SIGN FROM LIGHTING POLE.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, RELATED WIRING, AND PEDESTRIAN INSTRUCTIONS SIGN.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, INSTALL 16 INCH COUNTDOWN PEDESTRIAN SIGNAL HEAD.
- INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED.
- INSTALL ELECTRICAL HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- INSTALL LED TRAFFIC SIGNAL HEAD.
- SEE DRAWING SG-02 FOR PEDESTRIAN FACILITIES.
- INSTALL GROUND MOUNTED SIGN ON 4 INCH X 4 INCH WOOD POST.
- INSTALL CROSSWALK WITH 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- INSTALL STOP LINE WITH 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- EXTEND CENTER LINE TO PROPOSED STOPLINE USING 5 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING SYMBOL, AS SHOWN.
- VIDEO DETECTION ZONE TO BE ADJUSTED BY SHA FORCES.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD FROM SIGNAL POLE.
- REMOVE EXISTING TRAFFIC SIGNAL HEAD.
- REMOVE EXISTING PAVEMENT MARKING LINE.
- REMOVE EXISTING PAVEMENT MARKING SYMBOL.
- EXTEND LANE LINE TO PROPOSED STOPLINE USING 5 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND ASSOCIATED WIRING FOR MD 27 CROSSWALK ONLY. REMOVE PUSHBUTTON, ASSOCIATED WIRING AND PEDESTRIAN INSTRUCTIONS SIGN.

GENERAL NOTES

- ALL EXISTING EQUIPMENT NOT DETAILED FOR REMOVAL SHALL REMAIN.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINAL AND PROPERLY LABELING EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING THE PROPOSED SIGNAL EQUIPMENT. IF UTILITY CONFLICTS ARISE, THE CONTRACTOR SHALL CONTACT THE SHA ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO INSTALLATION OF ALL SIGNAL EQUIPMENT.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A FIVE FOOT X FIVE FOOT LEVEL LANDING AREA WITH A CROSS SLOPE NO GREATER THAN 2%.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2, AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC & SAFETY.
- THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON ONLY.

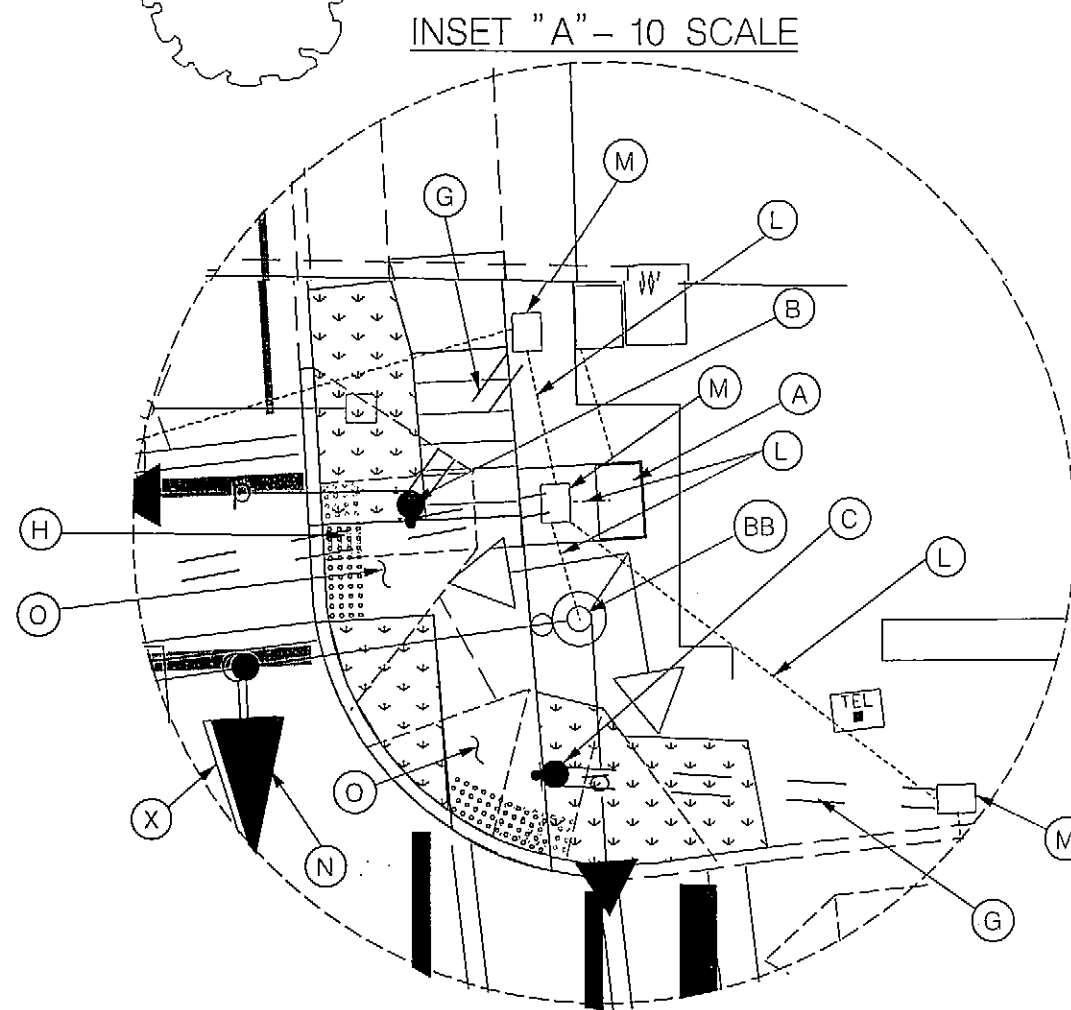
GEOMETRIC LEGEND

--- EXISTING
--- PROPOSED

UTILITY LEGEND

A --- A AERIAL CABLES
E --- E ELECTRICAL CABLES
FO --- F FIBER OPTIC
G --- G GAS MAIN
S --- S SEWER MAIN
SD --- SD STORM DRAIN
T --- T TELEPHONE CABLES
W --- W WATER MAIN

BY: mhusselbee



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 27 (RIDGE ROAD)
AND HIGH CORNER STREET
DAMASCUS, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE 8-22-88 CONTRACT NO.

DESIGNED BY COUNTY MONTGOMERY
DRAWN BY T.E.L. LOGMILE 15002706.69
CHECKED BY B.L.M. TMS NO. F611
F.A.P. NO. TOD NO.

TS NO. 4357 C DRAWING SG-1 OF 3 SHEET NO. 1 OF 3

PLOTTED: Friday, March 22, 2013 AT 01:00 PM
FILE: \\Server02\wae_files\01_Projects\081_TEDD-BA\01_Task Work\081_010_Task10 - MD27-2in\081_01002_Analysis\MD 27 at High Corner\CADD\PSG-P001_MD27_4_High_Corner.dgn